

# MORPHING

BY HOWARD S. FISK.

**A** N important factor in the financing of good roads by county bonds is discussed by the Department of Agriculture in a bulletin entitled "Highway Bonds."

In this bulletin the authors point out that in expending money raised by the sale of highway bonds the highway commissioners should distinguish carefully between the permanent and the expendable features of the road. Foundations, drainage structures, alignment and grades are permanent features which should be looked upon in the light of an investment. If these features do not comply with a certain standard it will be poor economy to spend money on temporary improvements such as hard surfaces, which must be renewed at considerable expense from year to year.

Local conditions, of course, determine to a great extent the proper standards for the permanent features of any highway. Twenty years' experience in modern road building has shown, however, that there is a minimum which any road built on borrowed money should comply with. A close study of 24 different types of road shows that to meet this minimum standard the following sums probably will have to be expended for three standard kinds of highways:

Type.	Drainage.	Grading.	Total.	Per cent.
Gravel (20 feet)	\$1.57	\$2.50	\$4.07	58.58
Ordinary or low	1.00	2.00	3.00	45.45
Ordinary or low	1.00	2.00	3.00	45.45
Ordinary or low	1.00	2.00	3.00	45.45
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A study of these figures will help counties to avoid the common error of first fixing the sum to be spent and then demanding an exorbitant mileage return for it. So-called macadam roads have been built with bond money by simply spreading broken stone in the mud. The inevitable result of such shortsightedness is that long before the bonds have been paid off, the im-

provements for which they were issued have ceased to exist and the county has nothing to show for its money. It is manifestly poor policy to build an expensive surface on defective grades and to align and align and align drainage features.

Even when much of the money expended upon a highway has gone into the permanent features there is still danger that the cost of repairs and maintenance will be overlooked, or at least slighted, in the calculations of the road-builders. When roads are built with borrowed money it is, of course, especially important to avoid this error. On the other hand, it is not necessary to regard the total cost of surfacing a road as a temporary improvement. Much of the surfacing may be classed as a permanent investment, for it is becoming more and more common to have surfaces built in two courses, the lower of which is as much a permanent feature of construction as the grading itself. This is particularly true of those types of road that are built with concrete foundations for bituminous macadam, brick, or asphalt surfaces. It is probably reasonable, indeed, to regard 40 per cent of the surfacing cost of macadam or more enduring pavements as a permanent investment. It is seldom nowadays that hard roads are permitted to wear into the foundation course of the surfacing.

## Method of Estimating.

Probably it is safe to say that an average of about 62 per cent of the total cost of a well built macadam road should be put into the permanent features, and with bituminous-macadam roads about 56 per cent. This method of estimating cannot be applied to any gravel or natural soil road in which no part of the surfacing can advantageously be considered permanent, for under most systems of maintenance it steadily deteriorates.

Roads built with surfaces entirely of concrete, or with brick pavements resting on a concrete foundation, are generally regarded as permanent, but it is not yet definitely known how long the best concrete surface will last. The best concrete surfaces may last a number of years but even when they repairs will be required.

To sum up, the authors of this bulletin point out that the initial cost of a road is never the final one; that no surface is permanent, and that repairs and maintenance charges always will be necessary. On the other hand, many features of a good road are to be regarded as permanent investments. When roads are built with borrowed money the distinction between the permanent and the temporary improvement must be carefully observed, in order that the county may have something in exchange when the time comes to repay the loan.

## Helps to Avoid Errors.

District automobile licenses have been issued since The Star's last report as follows:

23975—Robert P. Fleming, Evans building, R. and L. electric.  
23976—John A. Sterrett, Evans building, Baker electric.  
23977—William G. Becker, Cottage Hill, D. C., northeast, Ford.  
23978—Josephine Schoch, the Marlborough, Cadillac, northeast, Ford.  
23979—Walter W. Deal, 316 H street northeast, Cunningham.  
23980—Edward Cooper, 1720 1st street northwest, Ford.  
23981—M. L. Beckner, 933 I street northwest, Ford.  
23982—Frank J. Neff, 915 East Capitol street, Maxwell.  
23983—David Abraham, 521 M street northeast, Ford.  
23984—Oyster Bros., Center Market, Studebaker.  
23985—Harry L. Kopp, 1017 7th street northwest, Ford.  
23986—Olive M. Tallentire, 1431 G street northwest, Overland.  
23987—Woodward & Lohrop, 11th and F streets northwest, White.  
23988—Harriet B. Loring, 1512 K street northwest, Ford.  
23989—A. L. Hunt, the Burlington, Buick.  
23990—John W. Farran, 335 Maryland avenue northeast, Ford.  
23991—Christian Heinrich, 1307 New Hampshire avenue northwest, Peerless.  
23992—Elijah Mitchell, 2716 16th street northwest, Ford.  
23993—Idina V. Beha, 619 N street northwest, Hudson.  
23994—John K. White, Interstate Commerce Commission, Flanders.  
23995—Joseph T. Wade, 405 2d street southeast, Lewis.  
23996—Sethorpe Key, 1716 N street northwest, Franklin.  
23997—E. B. Thompson, 1345 F street northwest, Metz.  
23998—Christie, 2027 Park road northwest, Reo.  
23999—William W. Smith, the Rochambeau, Regal.  
24000—Guy, Curran & Co., 315 9th street northwest, Ford.  
24001—Robert P. Peirce, 2900 P street northwest, Little.  
24002—D. E. Buckingham, Jr., 2115 14th street northwest, Ford.  
24003—Jerry Mathews, 3454 Macomb street northwest, Studebaker.  
24004—Maj. W. P. Wooten, Washington barracks, D. C., Studebaker.  
24005—Mrs. R. L. Dobbin, 3225 Highland avenue northeast, Buick.  
24006—Harry J. Pirie, 1408 I street northwest, Overland.  
24007—Orion T. Whiting, 1115 29th street northwest, Little Giant truck.  
24008—Mrs. Eugene Byrnes, 2238 R street northwest, Knickerbocker.  
24009—Sybil Saks, 1748 Lanier place northwest, Buick.  
24010—E. Edwards, 1718 1st street northwest, Studebaker.  
24011—Auto Livery Company, 212 15th street northwest, Buick.  
24012—Emilie A. Fitch, 1746 K street northwest, Chandler.  
24013—Karl Achterkirchen, 205 7th street northwest, Rambler.  
24014—Harry W. Richards, 1223 Massachusetts avenue southeast, Chalmers.  
24015—G. M. Oyster, Jr., 1116 Connecticut avenue northwest, Studebaker.  
24016—D. C. Government, 14th and E streets northwest, Knickerbocker.  
24017—F. S. Durston, bureau of standards, Buick.  
24018—J. Edwards, 1401 Columbia road northwest, Ford.  
24019—Jose di Biasi, 3931 Georgia avenue northeast, Flanders.  
24020—Dr. F. O. Roman, 1337 R street northwest, Paige.  
24021—William H. Norris, 6217 Georgia avenue northwest, Ford.  
24022—Nicholas Fortunato, 713 O street northwest, Marion.  
24023—Mrs. Emma A. Schwab, 4122 New Hampshire avenue northwest, Ford.  
24024—Bernard Walls, 1018 East Capitol street, Witt Will truck.  
24025—W. H. Roland, Department of Justice, Chevrolet.  
24026—Mrs. E. L. Chapman, 1463 Florida avenue northwest, Ford.  
24027—J. George Auth, 628 E street southwest, Reo.  
24028—Howard Boyd, 1832 Columbia road northwest, Studebaker.  
24029—W. H. Hawley, 1100 Euclid street northwest, Maxwell.  
24030—J. L. De Witt, 1725 Riggs place, Ford.  
24031—Joseph E. Wander, 65 H street northwest, Ford.  
24032—Morgan E. Morgan, 301 Ritzenhouse street northwest, Cutting.  
24033—Dawson Olmstead, Fort Meyer, Va., Overland.  
24034—Hughes Market, Inc., 1105 Connecticut avenue northwest, Ford.  
24035—Vermont Garage Company, 1113 Vermont avenue northwest, Velle.  
24036—Frank Upman, Woodward building, Ford.  
24037—Edward J. Gardner, Grand Hotel, Locomobile.

## New Two-Weather Hudson Six



Business and professional men everywhere have been won by the charm of this new Hudson Six. In fair weather the car is an open roadster (as shown). In rain or storm the top can be raised in a minute and you have a completely enclosed car of the coupe type. Men who own large cars buy the Hudson Convertible Roadster for personal driving to and from their offices. For afternoon shopping or theatre use for two or three it is very popular. Physicians find it ideal.

Built on the famous Hudson Light Six chassis. Come and see this delightfully designed addition to the Hudson line.

SEYMES-KNEESSI CO., 1136 Conn. Ave. Tel. N. 4107.

## The Argo Car

—will save you time, take you wherever you want to go, and for less than you now spend in car fare.

**\$295**

Come in and See This Automobile.

Smith Motor Sales Co., 1823 14th St. N.W. North 5461.

## AUTOMOBILES

King Eight, \$1,350. Pullman, \$740.

WM. P. BARNHART & CO., Tel. North 1204, 1707-9 14th St. N.W.

## 6 CYLINDER CADILLAC BAKER ELECTRICS

THE COOK & STODDARD CO., 1128-40 Conn. Ave. Phone N. 7810.

## Oldsmobile & Oakland

Waverley Electric Pollock Car Corporation, Tel. N. 7837-9, 1018 Conn. Ave.

## Maxwell "25"

H. B. LEARY, JR., Agent, Tel. N. 4634, 1221-23 14th St. N.W.

## Packard

The Lettrick Co., Tel. West 903, Service Station, 1214 N. H. Ave. N.W.

Rauch & Lang Electric

THE BARTRAM ELECTRIC GARAGE, Tel. W. 488, N. H. Ave. and M St. N.W.

THE DETROIT ELECTRIC EMERSON & ORME, 1407 H Street, Phone Main 7695.

## SPED TRAP.

Motorists are notified of the existence of a speed trap at Berwyn, Md., on Baltimore-Washington boulevard. Measured course in vicinity of blacksmith shop. Stop watch used. Motorists should not exceed speed limit.

## New York Show Visitors.

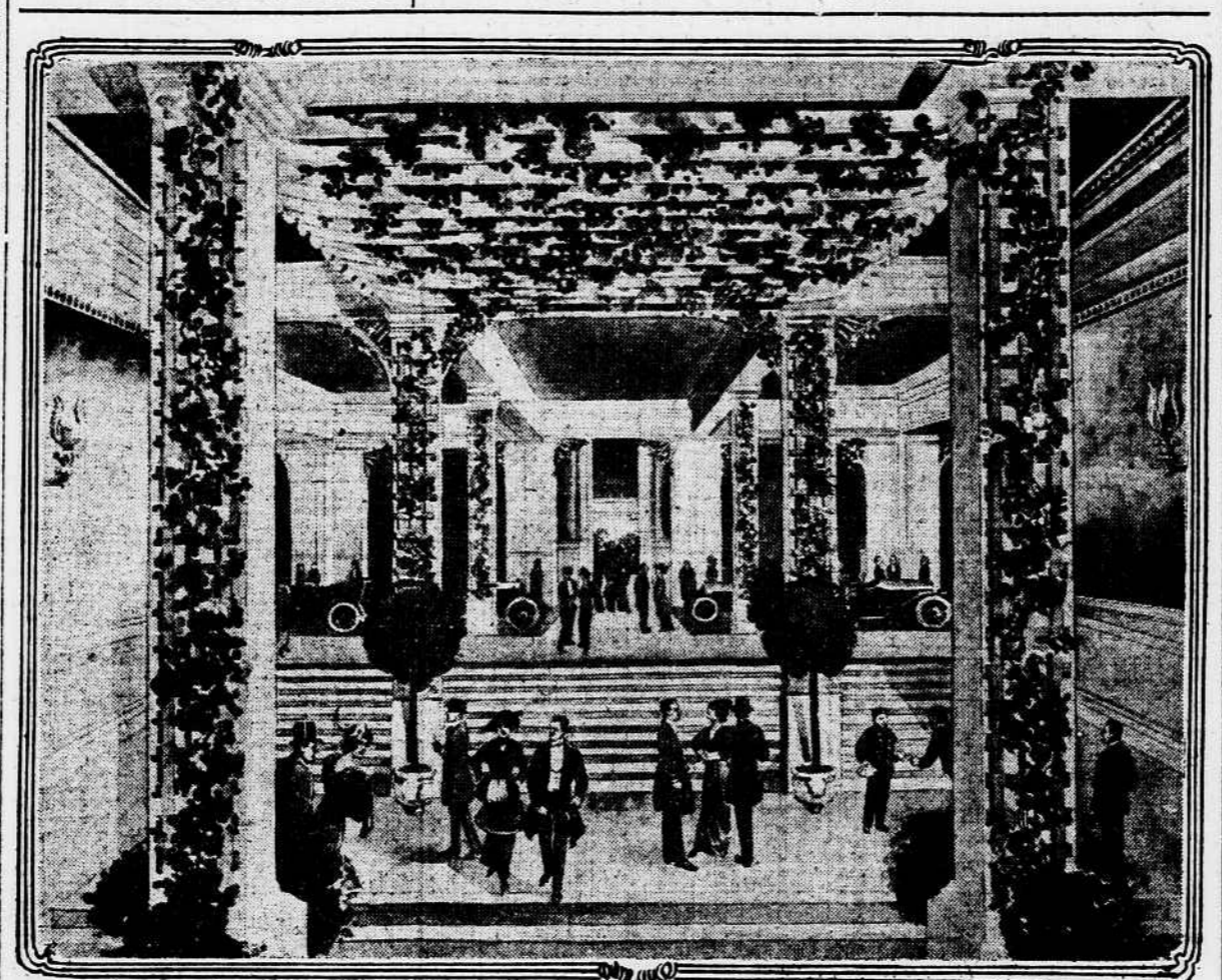
Among those who expect to visit the automobile show, which opened last night at the Grand Central Palace, New York city, are William P. Barnhart, Jefferson S. Combs, George T. Howard, M. T. Pollock, Henry C. Stein of Farber & Ross, automobile department, Charles W. Semmes, Howard G. Kneess, Robert H. Martin, A. H. Shoup, Charles E. Miller, W. S. Kador, F. M. Rowe and Irving J. Henderson.

## Awarded Truck Contract.

Miller Bros. auto and supply house of this city has been awarded the contract to furnish the Post Office Department with two one-half-ton Ford trucks for the collection and delivery of mails in the National Capital. The purchase of these two Ford machines is more in the nature of an experiment in the distribution of mail matter. In the event that the motor truck proves satisfactory to the postal officials there is a probability that this type of vehicle will be adopted throughout the United States by the department.

## Jeffery Representative Here.

E. S. Jordan, salesmanager of the Thomas B. Jeffery Company, spent a few days in the National Capital last week. During his visit here he was the guest of the Combs-Howard Company, local representative for the Jeffery line.



CALIFORNIA OUTDOOR SETTING, DECORATIVE SCHEME FOR THE LOBBY OF THE GRAND CENTRAL PALACE IN CONNECTION WITH THE FIFTEENTH ANNUAL NATIONAL AUTOMOBILE SHOW.

24038—Sidney West, 14th and G streets northwest, Hudson.  
24039—Chilean ambassador, 1013 16th street northwest, Ford.  
24040—Kennedy Bros., Inc., 1834 H street northwest, Ford.  
24041—Charles L. Fitzhugh, 2253 Sheridan Circle northwest, Packard.

## Out-of-Town Licenses.

21726—James H. Cissel, Silver Spring, Md., Ford.  
21727—C. Ernest Nichols, Laurel, Md., Overland.  
21728—C. Harry Kind, Baltimore, Md., Hudson.  
21729—Clarence H. McCullough, Baltimore, Md., Pullman.  
21730—Edward Gasch, Bladensburg, Md., Ford.  
21731—Mrs. James J. Ryan, Baltimore, Md., Hudson.  
21732—Annette E. Emerson, Alexandria, Va., Carnation.  
21733—William H. Thompson, Relay, Md., Buick.  
21734—M. R. Bradley, Colesville, Md., Ford.  
21735—Samuel H. Ruth, Baltimore, Md., Ford.  
21736—John M. Cullen, Frederick, Md., Overland.  
21737—J. H. Iden, Annapolis, Md., Marion.  
21738—M. W. Amos, Lutherville, Md., Carter.  
21739—W. A. Schmidt, Baltimore, Md., Abbott-Detroit.  
21740—Berlin P. Wright, Baldwin, Md., Buick.  
21741—William A. Wheatley, Baltimore, Md., Ford.  
21742—Edward G. Cuyler, Baltimore, Md., Premier.  
21743—Francis O. Day, Rockville, Md., Oakland.  
21744—Luther C. Elliott, East Falls Church, Va., Board truck.  
21745—James E. Donn, Baltimore, Md., Maxwell.  
21746—William Neumann, Baltimore, Md., Chalmers.  
21747—Irvin D. Baxter, Baltimore, Md., Pullman.  
21748—William P. Crenshaw, Baltimore, Md., Abbott-Detroit.  
21749—A. S. Brager, Baltimore, Md., Flat.  
21750—Louis Perel, Baltimore, Md., Overland.  
21751—W. B. D. Penman, Baltimore, Md., Hudson.  
21752—E. F. Harvey, Silver Spring, Md., Stevens-Duryea.  
21753—Austin T. Powell, Brookville, Md., Little.  
21754—Paul P. Elliott, Silver Spring, Md., Detroit.  
21755—A. E. Golaner, Baltimore, Md., Chalmers.  
21756—John Stettin, Baltimore, Md., Chalmers.  
21757—Edney E. Mudd, La Plata, Md., Ford.  
21758—Charles Hopkins, Silver Spring, Md., Buick.  
21759—H. W. Williams, Baltimore, Md., Marathon.  
21760—Joseph Wiesefeld, Baltimore, Md., Peerless.  
21761—Howard D. O'Neill, Baltimore, Md., Overland.  
21762—Oliver C. Zell, Baltimore, Md., Chalmers.  
21763—Harry C. Bowie, La Plata, Md., Ford.  
21764—Henry Morton, Baltimore, Md., Chalmers.  
21765—W. F. Ballew, Baltimore, Md., Mitchell.  
21766—C. W. Thomas, Charlotte Hall, Md., Pullman.  
21767—S. B. Chilton, Occidental Hotel, D. C., Hudson.  
21768—Francis T. J. Kirby, Catonsville, Md., Overland.  
21769—C. E. Outcalt, Alexandria, Va., Ford.  
21770—J. A. Stonnell, Alexandria, Va., Ford.  
21771—J. Carson Boush, Annapolis, Md., Ford.  
21772—Walter I. Jones, Baltimore, Md., Chalmers.  
21773—Howard Griffith, Beallsville, Md., Ford.  
21774—Ernest Fraley, Derwood, Md., Buick.  
21775—John G. Waller, Baltimore, Md., Overland.  
21776—M. R. Cohn, Baltimore, Md., Ford.  
21777—E. M. Anderson, Alexandria, Va., Marion.  
21778—M. R. Martin, Union Turnpike, Md., Ford.  
21779—James R. Webster, Baltimore, Md., De Tumble.  
21780—William Bryan, Ruxton, Md., Ford.  
21781—W. H. Mattingly, Abell, Md., Ford.  
21782—J. M. Fowler, Baltimore, Md., Hudson.  
21783—Joseph G. Lounback, Alexandria, Va., Hupp-Mobile.  
21784—Walter C. Oliver, Capital Heights, Md., Columbia.  
21785—Mrs. G. D. Dolan, Silver Spring, Md., Ford.  
21786—Dr. A. E. Muse, Baltimore, Md., Oldsmobile.  
21787—Felix Agnus, Stevenson, Md., Ford.  
21788—William R. Dougherty, Baltimore, Md., Ford.  
21789—John G. Rhode, Baltimore, Md., Overland.  
21790—Samuel H. Rosenstock, Frederick, Md., Buick.  
21791—A. W. Gleske, Catonsville, Md., Haynes.  
21792—Miss Etta Shanbarger, Baltimore, Md., Overland.

## NEW AUTO COMPANY.

Combs-Howard Company to Represent Jeffery Line.

The Combs-Howard Company, a new automobile concern, has been appointed representative for the Jeffery line for the District and adjacent territory. The members of the company are Jefferson S. Combs and George T. Howard, both of whom are well known locally. Mr. Howard for a number of years was manager of the Washington branch of the Goodyear Tire and Rubber Company. The company will not only handle a line of pleasure cars, but will also represent the Jeffery truck, including the four-wheel-drive, which is produced by the same manufacturing concern that builds the pleasure cars. Beautifully appointed salesrooms have been secured at corner of Vermont avenue and H street, northwest, where the 1915 models have been placed on exhibition. Mr. Combs and Mr. Howard will leave in a few days to attend the New York automobile show.

## Studebaker Deliveries.

A Studebaker "four" touring car, fully equipped, was delivered during the past week to Dr. Raymond Fisher, and a "six" touring car to former Representative Albert Douglass of Ohio.

## Reo Car Purchasers.

Among last week's purchasers of Reo cars were Capt. M. E. Locke, U. S. A., William Montgomery and W. Thomas, who are now driving touring cars fully equipped.

## Purchases Waverley Electric.

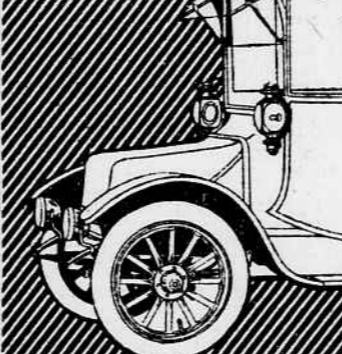
A model 109 Waverley electric brougham of the four-chair type has been delivered to Mrs. Frederick Kampfe of this city. The car is finished in black and upholstered in gray whipcord.

## Glossary of Auto Terms.

From Sparks.  
Joy ride—Honeymoon trip.  
Too much play at the wheel—Dead broke at Monte Carlo.  
Filling the cooler—"Running in" the drunks.  
Shock absorber—Clergymen in Paris.  
Buying car—Paying your lawyer.  
A blowout—Suffragette released from jail.  
Left-hand drive—When his sweet heart sits at his right in the buggy.  
Universal clutch—The love of mankind.  
Testing the sparker—Standing under the mistletoe.  
Safe's tread—Entering home at 2 a.m. in stocking feet.

## He Was Uneasy.

From the Kansas City Journal.  
"What's the matter, John? You act like a fish out of water."  
"Say rather like a man out of gasoline, my dear," responded John, as the auto came to a halt.



## Rauch & Lang Body Superiority

The superiority of Rauch & Lang body construction is readily apparent, even to the novice. But this body, with its perfect appointments, esthetic lines and aristocratic atmosphere, takes on an added significance when propelled by the wonderful Rauch & Lang Top-Mounted, Straight-Type, Worm Drive, the newest and most perfected method of electric car propulsion.

## THE BARTRAM ELECTRIC GARAGE

"The Largest Exclusive Electric Garage in Washington." 1204-S New Hampshire Ave. N.W. (at M St.). Phone W. 488.

Rauch & Lang Electric

## INFLUENCE OF AEROS IS SHOWN IN AUTOS

Bodies Are Made So That Wind Resistance Is Lessened.

## MANY CARS DISPLAYED AT NEW YORK SHOW

Beautiful Effect Obtained by Interior Decorations at Grand Central Palace.

NEW YORK, N. Y., January 2.—Visitors to the fifteenth national automobile show in Grand Central Palace, which opened here today, noted not only that motors are being made much lighter, with smaller bore and longer stroke, than in former years, but will see the influence of the aeroplane pointing out the lines for automobile bodies. Boats and airplanes use smooth streamlines in their bodies and exposed parts that they may move with less friction and disturbance of the air or water. In this respect the automobile has been a sinner, as the constant clouds of dust in summer too often prove, but 1915 reveals a marked improvement in their bodies and exposed parts. Designers are rapidly adopting the stream-line body and its use has become almost universal. It not only adds to the looks of the car, but to the speed and comfort of road travelers, and dwellers along the road as well.

## Less Wind Resistance.

Beginning at the front, the flat radiator and projecting dash have almost completely given way to the curved or pointed radiator, back of which the hood slopes slightly outward and upward, until it blends into and becomes a part of the cowl. Then, the wind-shields are not so prominent and projecting as they were in past years. Some of these windshields are inclined so as to offer less air resistance, and the tops also have been considered from this wind-resistance point of view.

Only a few years ago mudguards often were seen projecting upward into the air as if to catch as much mud as possible, but today the oval or crowned fender is largely in evidence, and is a thing of beauty. Being rounded on top, it does not offer a platform for dirt and mud as heretofore, and it is not liable to be used as a work bench with consequent damage to its brilliant enamel. It turns down in front of the wheel and not only catches any mud thrown to the front, but is blown back in the driver's face, but it shields the top of the wheel from the air, thereby lessening the wind resistance.

## Power Saved, Speed Gained.

Many people do not consider that the top of the wheel travels twice as fast as the vehicle and its mudguard, and so offers four times the wind resistance, but such is the fact, in theory at least. By molding the guard so as to lessen this resistance, power is saved and speed gained.

The smooth sides of the vehicle allow the wind to stream past with only slight resistance, while the absence of boxes, tires, etc., on the running boards further adds to this development.

## Argo Roadster Deliveries.

Argo roadsters were delivered during the past week to J. B. Trueman and Ramsey & Co.

## Purchases Chandler Car.

The latest purchaser of a 1915 Chandler five-passenger touring car is Beverly J. Smith, Jr., delivery being made a few days ago.

## A Studebaker Visitor.

A. S. Fisher, southern sales representative for the Studebaker Corporation, spent the week end in the National Capital. While here he made his headquarters with the Commercial Automobile and Supply Company. He leaves today for the south.

## Ford Deliveries Last Week.

During the past week Ford cars were delivered to the following: Touring cars to Boyce garage, T. B. Amis, Mrs. M. E. Booth, F. P. Peel and F. W. Hill.

Roadsters to C. W. Lockwood and Mizco Brothers.  
Delivery wagons to H. Vassillon and Eugene Kahn.  
Touring car to James B. Lambie.  
Couplet to Claude E. Miller.

## Is It Worth It?

Is that two per cent worth the doubled up-keep cost of a gas car over an electric? The oversized motor and battery of the Detroit Electric gives it a speed of 20 to 25 miles an hour. It will cover 60 to 75 miles on one charge of the battery. Any member of the family can drive it.

## Ask the Owner

Ask some of your men friends who drive a Detroit. Many of them formerly drove gasoline cars. They will tell you that it gets them to the office just as quickly as a gas car. Because in the open it will run faster than the law permits, while in crowded traffic it will beat a gas car, because it is more flexible and under better control.

The sturdy well built mechanism of Detroit Electric cars will be kept in perfect condition if you will take advantage of our service department. We offer every facility to Detroit Electric car owners to keep their cars tuned up to the highest degree of perfection at but slight expense.

EMERSON & ORME Distributors 1407 H St. N.W. Tel. Main 7695

lighting system for the center court is most interesting. Several mammoth crystal chandeliers, each about ten feet in diameter, with hundreds of electric lights, hang from the ceiling and the glow from these makes the scene a brilliant one—a veritable "show" for the eyes. The stars to "flight," as the Rubaiyat phrases it. A new scheme of displaying the stars of the show is employed this year, and it is believed it will be found far more desirable than the signs at former shows, even though these always were high class and dignified.

## Electric Signs Used.

Instead of painted signs, the letters in the names of the cars are wrought in the form of electric light tubes, such as are being used at present by a number of motor car dealers in their showroom windows at night. The plaster-cast pillars, with their statuettes used last year, are not in evidence this season, the only plaster casts being a couple of statues of "Motoria," which represents the spirit of speed.

As one enters the palace, the lobby has not the Persian effect, but is made to resemble a California garden, which perhaps is even more appropriate at this time when preparations are being made for the Panama-Pacific and San Diego expositions. The scheme for the lobby is unique. It forms a pergola with walls of crystal, and is covered with gold frames. Alternating between these mirrors about the main floor are decorative sunbursts, which produce a decidedly beautiful effect.

## Persian Draperies Used.

Persian draperies are hung in graceful arrangement in numerous sections of the building, and oriental carouches and hangings adorn the upper halves of the white marble pillars. The floor is carpeted in green. The magnificent court is decked with garlands of roses and wisteria, showing brilliantly among green foliage and ivy. The

## Cars on All Four Floors.

Complete cars are shown on all four floors of the structure, which are available for show purposes, and accessories will be displayed on the third and fourth floors and such not occupied by cars. The decorative arrangement for the accessory exhibits are uniform as regards signs, heights of counters, etc.

## Want to Get a Car in the New Year?

Had same idea a year ago, didn't you? Decided you couldn't afford it, maybe? Or you didn't have enough money at any one time. Perhaps you had a car already? Or just putting it off?

Whatever your reason, we have an offer to make to you that will put it within your power to get a \$490 FORD roadster or a \$490 FORD touring car in 1915.

## No Need to Have the Price Now!!

But it will be necessary to answer this "ad" immediately. Either phone the Sales Manager at Lincoln 4000, or put your name and address in the following space and mail it to us:

(NAME) \_\_\_\_\_

(ADDRESS) \_\_\_\_\_

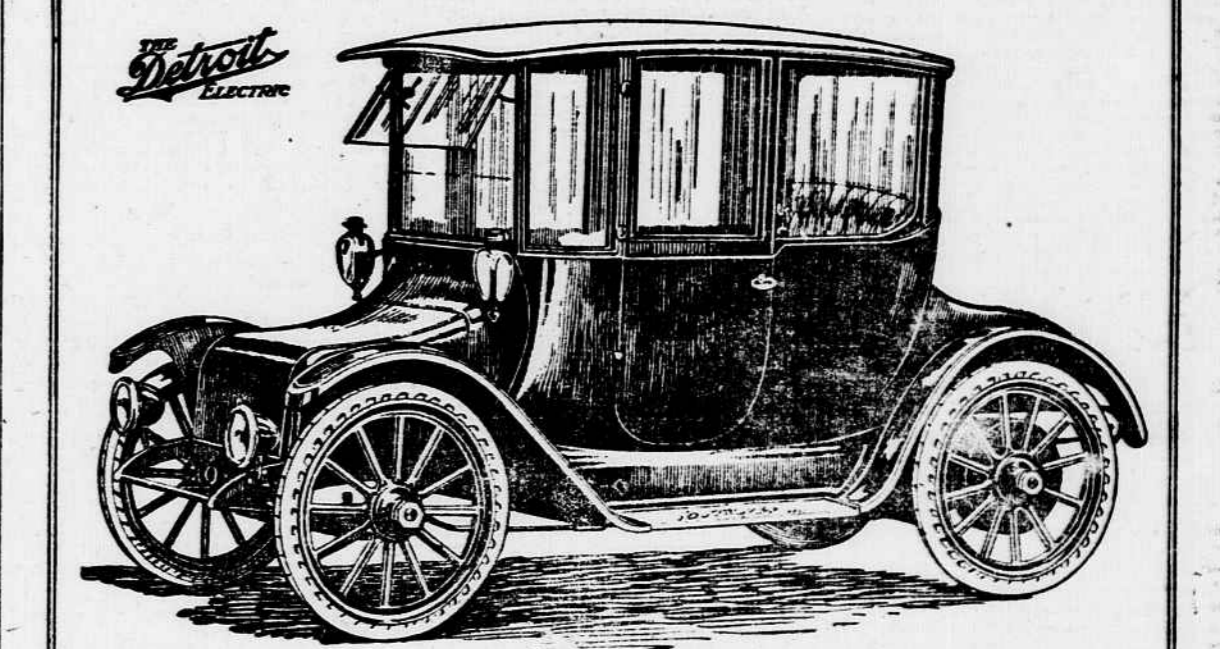
This Offer Is Only Open to Those Answering by Jan. 10

It also applies to FORD COUPELET—SEDAN—AND DELIVERY CARS.

MILLER BROS., AUTO AND SUPPLY HOUSE 61 Pierce Street Northeast. Phone Lincoln 4000. Uptown Store—1105 Fourteenth Street Northwest.

EVERYTHING FOR THE MOTORIST

Today's Special—Windshield Clear Vision Device—\$1.50.



## A Costly Two Per Cent

How often do you want to motor faster than 25 miles an hour? How many times do you ride farther than sixty